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HONGKONG, TUESDAY, JUNE 22, 1909.

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MORTALITY STATISTICS.

The mortality statistics for the week ending June 5 are as follows:—British and Foreign Community 22.3 per 1,000 as against 61.6 per 1,000 for the corresponding period of last year. Chinese Community 25.3 per 1,000 as against 44.9 per 1,000.

MALARIA AT SHAIKIWAN.

The committee of the Hongkong Sanitary Board appointed to report with regard to malaria in the village of Shaikiwan and its environs report as follows:—The committee concur generally in the description of Shaikiwan and the conditions there existing, as given by Colonel Bedford in his address to the Board when moving the resolution on May 11. The committee are of opinion that the conditions now obtaining at Shaikiwan East are sufficient to explain the existence of malaria amongst the troops and others residing in proximity to, or having to pass through the village. The committee now recommend:—That the underground and scrub be cut down and removed by the authorities concerned, from the western slope of the Lyemun cliff situated between the village below and the barracks above, the trees and small herbage being allowed to remain. The reclaiming of the bay, as approximately shown in the plan, to the extent originally planned by the Public Works Department, or if funds will not permit of this, then to low water mark as also shown in the plan. This would remove the nuisance now complained of, so far as the extensive area of standing mud left exposed for many hours each day is concerned. It would permit of the regular training of the now irregular and offensive estuaries which debouch upon the beach and trickle over the forefoot, forming pools and water holes in their course, and would force a large portion of the boat population, which is now crowded and huddled close in shore, to evacuate this part of the harbour, and thus eliminate, to a great extent, the fifth-producing agents now living there. The training and correcting of the stream running along the high road through the western portion of the village, between the slaughter house and bridge No. 11. The training of the gullies running to bridges 11 and 12. To do away with, either by purchase, compensation or otherwise of the plots of cultivated ground immediately below and to the east of the Saiwan Road. The ground whereon these plots are situated, being below the level of the road, are liable to be covered with water used for irrigating the plots, and are difficult to drain. The abolition of this area of cultivation would also remove the danger from the water channels and sump pits now used. The committee noticed a pond at the village temple which is apparently used for rearing frogs. This pond has been examined on several occasions, but no larvae have yet been discovered. It is, however, a possible source of danger and should be kept under observation, and if larvae are detected in it at any time, steps should be taken accordingly. The immunity from larvae is probably due to the large number of frogs and tadpoles in the water. Lastly, the committee are of opinion that if the above recommendations are given effect to, the whole eastern portion of the village of Shaikiwan will be greatly improved, the health of its inhabitants and the troops quartered at Lyemun greatly benefited, and the risk from malaria materially diminished. Mr. A. Shelton Hooper, Minister. The Government should give effect at once to the recommendations made by the committee.

At the residence of the Japanese Vice-Consul (Mr. T. Kusanagi) last night a company of leading members of the Japanese community in the Colony, as well as of local Press representatives, were entertained to dinner in order to meet Mr. Fujimura, manager of the Independent News Agency, Tokyo, who is passing through. The hospitality of the popular Consul was much appreciated and a most happy and enjoyable time was spent.

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Small Scale Map of Island, Channels and Kowloon Point, showing Docks, Railway, Green Island, Cement Works, etc.

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The above is cloth-bound case with pocket for Map, scales in English and Chinese with pronunciation and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire: Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SCOTCH CHINA MORNING POST, KATIE & WALSH, BARNES & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

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Intimations.

As the Norwegian tramp freighter Her-
cules warped in at the American
Docks, at Tientsin, on May 1st, 1909,
twenty Chinamen, members of the crew,
made a rush down the gangplank in an
effort to leave the vessel. They were
held up at the point of a revolver by
Inspector George Samuels, of the Barge
Office, who had been assigned to the ship.
The inspector was fearful that some
member of the crew would escape from his
charge, and while he covered them with
his revolver he blew his whistle for assist-
ance. This summoned a dozen police-
men. When they tried to force the Chin-
amen back their ringleader, Wah Ming,
asserted that he and his companions would
kill themselves before they would return
to the Hercules. They were placed on a
municipal barge and taken to the Barge
Office.

The men appeared famished, and Mas-
thew F. Conroy, Deputy Surveyor of the
Port, sent out and purchased sandwiches
and coffee. The men fought for the food
like wild beasts.

According to the story told by Wah
Ming, the twenty shipped from Shanghai,
on May 1, 1908, and had been since then
at sea. The ship, they said, had taken on
a cargo of sulphur at a Chinese port, and
their last stopping place was at Charleston,
S. C. He said the crew of twenty-five
Chinamen had been living on such scanty
food that they were half dead from hunger.

In addition to this, he said, they had been
beaten and abused by the officers.

A single day's rations, according to his
story, consisted of a small tin of beef for
fourteen men. He also said that they had
shipped for a year, and that they were not
to be paid until they had completed their
time. Some of the men were paid \$4 a
month and others \$3.

Captain Raasmussen and First Officer
Bjerk of the Hercules denied all the state-
ments of the crew regarding ill-treatment.

When the crew reached the Battery
landing the men were told that they were
to be taken to Fall street, where they would
meet many of their countrymen. It was
only on this promise that they could be
persuaded to continue. They said that
they would kill themselves rather than
submit again to the starvation and brutality
which they said had been forced to endure
on the Hercules.

Ing Chang, a quartermaster, showed a
large scar on his forehead and said two of
his teeth had been broken out. He said
that he had received these injuries at the
hands of one of the officers when the boat
was on the high seas. Through an inter-
preter Wah Ming said that the crew had
been promised \$18 a month when they
were shipped at Shanghai, but that once they
were out of sight of land they were told
that they would only be paid half that sum.

On the entire journey, occupying eleven
and a half months, the interpreter explained,
the men had lived on rations so scanty
that they were weak from lack of food.

On some occasions, he said, they had lived
on a small glass of sugar for twenty-four
hours. The crew believed, they said, that
the officers of the Hercules wanted to kill
them, so that they would not have to pay
them off when their time was up. When
the men grew surly at times under the
treatment, they said that the officers were
held to their heads to force them to their
tasks.

When the enormous basket of sand-
wiches and the buckets of coffee had dis-
appeared smiles spread over the Chin-
amen's faces, and they began to talk rapidly
among themselves. Deputy Surveyor Conroy
said that he had never seen a more pitiful
rush than when the Chinamen made a
rush for the food.

A Delesandro, an inspector from the
emigration bureau, was called in by Mr
Conroy to see what could be done with the
Chinamen. It was first intended to take
them Ellis Island for the night, but it was
finally decided to let them sleep on the
benches in the Barge Office.

When told that they might have to go
back to their ship the men made motions
as if they were drawing knives across their
throats, indicating that they would commit
suicide rather than be sent back.

Captain Bjerk, of the Hercules, when
told by Inspector Samuels of the state-
ments of the crew, ridiculed the idea of
their having been treated brutally. When
Samuels held the crew at bay with his
revolver at the foot of the gangplank he
called to the captain and first mate of the
ship to take command of the men and
prevent them from landing. Both officers
threw up their hands, according to
Samuels, and said that they did not dare
interfere, as they would be killed if they
went among the men.—N. Y. Tribune.

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Intimations.

It is hereby notified that a MEETING of
HIS MAJESTY'S JUSTICES of the
PEACE for the Colony will be held at the
MAGISTRACY, at 2.15 p.m., on FRIDAY,
the 25th June, 1909, for the purpose of con-
sidering the following application under the
Liquor Licenses Ordinances, of 1898 and
of 1898, viz.

From one R. H. WHITTAKER for per-
mission to remove the business now
carried on by him under a Publican's
License on premises numbered 40,
41 and 42, Praya East, under the sign
of 'The Praya East Hotel' to pre-
mises numbered 1, Queen's Road
East, under the name of 'The
Victoria Hotel.'

J. H. KEMP,
Police Magistrate.

Hongkong, June 17, 1909. 789

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

No. 27 of 1908.

Re TSANG KONG of No. 1, Praya, Kan-
ney Town, Victoria, Hongkong,
Contractor.

NOTICE IS HEREBY GIVEN that an
application has been made to the
Court by the above-named Debtor Tsang
Kong to rescind the Receiving Order dated
the 12th day of November, 1908, made against
him in the above matter on the ground
that he, the said Tsang Kong, has entered
into an arrangement with his creditors and
the Court has ordered that notice of such
arrangement shall be advertised and that any
creditor who is not at this date a party to
such arrangement and who has any objec-
tion to the said Receiving Order being
rescinded shall cause a statement of his
objection to the Official Receiver within 15
days from this date after which date if no
objections are received the said Receiving
Order will be rescinded without further
notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,
Official Receiver.

784

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING
of Members will be held in the
GYMNASIUM on MONDAY, the 28th June,
at 5.30 p.m., for the purpose of considering
and passing the Annual Reports and State-
ment of Accounts for 1908.

FRANK LAMBERT,
Secretary.

Hongkong, June 19, 1909. 801

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KELLY & WALSH, LD.

Hongkong, June 13, 1909. 793

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes

7.30 a.m. to 10.00 a.m. Every 15 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 15 minutes

1.15 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 3.15 p.m. Every 15 minutes

3.15 p.m. to 3.30 p.m. Every 15 minutes

3.30 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 15 minutes

8.00 p.m. to 8.15 p.m. Every 15 minutes

8.15 p.m. to 8.30 p.m. Every 15 minutes

8.30 p.m. to 8.45 p.m. Every 15 minutes

8.45 p.m. to 9.00 p.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.00 a.m. Every 15 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

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9.30 a.m. to 10.00 a.m. Every 15 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.45 p.m. Every 15 minutes</

POWELL'S

GENT'S
SWIMMING
SUITS
and
BATHING
COSTUMES.

28, QUEEN'S ROAD.

VICTORIA
CINEMATOGRAFGREAT SUCCESS
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GOLDIE COLLINS

Favourite of the Australian
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SATURDAYS & SUNDAYS, AT 4 P.M.
Hongkong, March 6, 1909.* STAR *
CINEMATOGRAFWYNDHAM STREET
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NEW PICTURES.

THE CELEBRATED
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Hongkong, June 19, 1909.

PATELL & CO.,
SHAMEEN, CANTON.NOW OFFERING
STORES, WINES, SMOKES
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AT MODERATE PRICES.This well reputed Stores facilitates the
demands forEnglish, American & German
ProvisionsOF
RELIABLE QUALITY.
TRIAL ORDER SOLICITED.NORTH BRITISH AND MERCHANT
INSURANCE COMPANY.TOTAL FUNDS AS AT DECEMBER 31, 1907.
£18,114,624.
— Authorized Capital £2,000,000
— Subscribed Capital £2,750,000
— Paid-up Capital £2,500,000
— Reserve Fund £3,000,000
— Fire Fund £1,000,000
— Life & Annuity Funds £14,515,842 10 3
— Sinking Fund Account £5,907 5 3£18,114,624 11 1
Revenue Fire Branch £2,580,682 13 7
Life & Annuity £1,847,224 13 7
Sinking Fund Account £5,907 5 3The Accumulated Funds of the Fire and
Life Departments are free from liability to
any of each other.SHEWAN, TOMES & CO.
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(In English and Chinese).WASHMAN'S BOOKS, for the use
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10,000 RECORDS

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EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

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& Co., Ltd.

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MEMOS FOR TO-MORROW.

Auctions.

2 p.m.—Auction of Miscellaneous Stock

at Messrs. Hughes & Hogg's Sales

Rooms.

3 p.m.—Auction of Valuable Leasehold

Property, at Mr. Geo. P. Lammer's

Sales Rooms.

Miscellaneous.

Goods per *Peria* undelivered after this

date subject to rent.

Goods per *Mishima Maru* not cleared

on this date subject to rent.

General Memoranda.

THURSDAY, June 24.—

Goods per *Lightning* undelivered after

4 p.m. this date will be landed.

FRIDAY, June 25.—

2.15 p.m.—Meeting of His Majesty's

Justices of the Peace at the Magistracy.

12.30 p.m.—Meeting of H. Price &

Co., Ltd., at Co.'s Office.

2.45 p.m.—Auction of Household Furni-

ture, at No. 4, Knutsford Terrace,

Kowloon.

Goods per *Armand Behic* undelivered after

this date subject to rent.

Goods per *Besicovich* undelivered after

this date subject to rent.

SATURDAY, June 26.—

11 a.m.—Auction of Ladies' Blouses,

Skirts & Underwear, at Mr. Geo. P.

Lammer's Sales Rooms.

MONDAY, June 28.—

2 p.m.—Auction of Household Furni-

ture, at No. 1, The Albany.

3 p.m.—Auction of Crown Land at the

Public Works Department's Office.

5 p.m.—Auction of Postage Stamps at

Mr. Geo. P. Lammer's Sales Rooms.

6.30 p.m.—Meeting of Victoria Recre-

ation Club at the Gymnasium.

Goods per *Armand Behic* undelivered after

this date subject to rent.

Goods per *Besicovich* undelivered after

this date subject to rent.

TUESDAY, June 29.—

Goods per *Seovic* undelivered after this

date subject to rent.

The China Mail.

HONGKONG, TUESDAY, JUNE 22, 1909.

LOCAL FINANCES.

DURING the interesting debate which

preceded the second reading of the pro-

posed new Opium bill in the Hongkong

Legislative Council on Thursday last,

the Unofficial members made a brave

but ineffectual attempt to obtain a clearer

definition of the phrase used in Lord

Casswell's despatch in which he promised

to ask Parliament for a substantial

in any way, whatsoever, neither have we

the rich plum which helped the Colony

out of the difficulty last September—the

Widows and Orphans Fund. As far as

we can see, Hongkong will have to rely

entirely upon its own resources in

financing itself for the coming year. We

cannot expect anything from Home for a

twelvemonth from next April at the very

least, so there is nothing for it but new

taxation and the cutting down of expendi-

tures wherever possible. It is not a

cheerful prospect by any means for it

cannot honestly be said that our present

administration is a spendthrift one or

that the various Departments are over-

manned. But a working plan has to be

evolved between now and September,

and the subject, though bristling in the

extreme, must be bravely faced. We

sincerely pity Sir FREDERICK LEARD in

having such a task to get through before

he descends again from the cool delights

of Mountain Lodge, though that he will

tackle the problem like the able and

courageous administrator that he is

goes without saying.

Meanwhile it is interesting to note

what a sister colony, also fallen on evil

days principally through the opium

policy of the Home Government, intends

to do in order to tide over the lean year

that lies ahead. From a memorandum

submitted to the Legislative Council of

the Straits Settlements we learn that a

policy of deferring various public works

has been definitely decided upon. The

Official Statement reads as follows:—

On March 1, 1908, as sums due by the

opium and liquor farmers of Singapore

had not been paid, the Government ap-

pointed a member of the civil service as

receiver and manager. On the representa-

tion of the farmers the receiver was

withdrawn on March 5, 1909, and an

agreement made with the farmers which

gave them facilities for payment. At the

end of this year, when the contracts with

the farmers terminate, there will be a

sum of \$697,500 due to the Government

under the agreement referred to. Interest

at the rate of eight per cent. is re-

quired to be paid monthly on all sums

deferred. The Government is amply

secured for the amount deferred by the

mortgage given as security for the farm

on property valued at \$1,200,000 and

by a bill of sale on the stock in trade of

the farm. A balance of \$2,882,958 was

brought forward from last year. Out

of this balance, however, a sum of

\$1,219,225 is now locked up in sub-

siduary silver and cannot be made use

of for meeting current liabilities. The

bank balances of the Government on current

accounts amount to \$726,700 and the

fixed deposits to \$1,425,000. The Crown

Agents are, however, due a sum of

\$1,401,331 for current expenses which

they have met by using the Colony's

surplus loan moneys. As these moneys

get exhausted, our local balances will

be rapidly reduced by the remittances

required to adjust this debt and to meet

their current expenses. In these cir-

cumstances, the Treasurer represented

to the Government that they should

abandon or defer those public works

extraordinary, the postponement of

which would cause least inconvenience.

The matter was discussed in Executive

Council and it was determined that the

views of the Treasurer should be adopt-

ed. A consultation took place to which

the Officer Administering the Govern-

ment, the acting colonial secretary, and

the colonial engineer were present and

it was decided, after the views of the

Resident Councillors, Penang and Mal-

acca, had been obtained, that works which

would have been carried out by contract

THE TYPHOON SEASON.

The typhoon season has evidently set in,

and from now on we may expect warnings

and signals, though by the law of averages,

the present year, should be a period of

comparative quiet compared with 1906 and

1908. On Monday evening the black cone

was hoisted at the direction of the Hong-

kong Observatory, indicating from its

position that a disturbance had been locat-

ed south of the Colony. All the small

craft in harbour at once sought shelter

and this morning the place had a very

deserted appearance. The expected visitor

has passed us by, however, though we are

not out of the wood yet, for another area

of depression has formed to the north-

eastward of the first and its probable de-

velopments are as yet unknown.

The American Consulate General at

Hongkong circulate the following typhoon

warnings, which were received from the

Manila Observatory at 7 p.m. on June 21:—

"At 5 p.m. Depression Northern part

China Sea."

1.15 p.m.—On June 22nd at noon, "De-

pression northern part of China Sea

advancing north-westward."

IMPORTANT CIVIL SERVICE

CHANGES.

Mr J. H. Kemp Appointed

Registrar.

In consequence of the retirement of Mr

A. Suth from the position of Registrar of

the Supreme Court of Hongkong, a position

which he has held with much distinction for

the last six years, having also filled with

credit to himself other important positions

in the Civil Service of the Colony, Mr

J. H. Kemp, First Magistrate, has been

appointed to fill the vacancy.

All who have come into contact with

Mr Kemp will congratulate him in

being selected to occupy such a high and

important position, for which he is justly

fitted. During the year in which he has

sat on the Bench at the Magistracy he has

displayed high capabilities as a sound

administrator of the law besides winning

golden opinions for the kindly and courteous

manner displayed to all who appeared

before him.

Mr F. A. Hazeland, who recently re-

turned from leave and has been occupying

the Bench in the Second Court, takes the

place of Mr Kemp, while Mr J. R. Wood

returns to his former position in the

Second Court.

Such changes necessitate further move-

ments in the Civil Service of the Colony and

Mr G. N. Orme will take up the position of

Deputy Registrar and Assessor at the

Supreme Court, while Mr D. C. Wolfe

will become Head of the Sanitary Depart-

ment, Mr O. Hutchison being transferred

as Assistant Registrar General.

THE S.S. KUTSANG.

All the cargo in the lower after hold of

the s.s. Kutsang was destroyed by the

which broke on board, but beyond that

no further damage was sustained so that

the vessel will leave again for the south

on Wednesday afternoon. The cargo consisted

of silk, medicine, candles, etc.

NEWS OF THE DAY.

Three more cases of plague have been

noticed.

It is reported from Canada that the

outlook for the crops there is excellent.

Mr Kumataro Sonda replaces Mr Abe as

First Secretary of the Japanese Legation in

Peking.

That well-known Shanghai

THE HONGKONG LEGAL CASE.

FIFTH DAY'S PROCEEDINGS.

The Chief Justice (Sir F. Pigott) and Mr. Justice Compton, had before them for the fifth day, at the Supreme Court, this morning, the case in which Mr. O. F. Dixon, solicitor, of Messrs Hastings, is called upon to show cause why he should not be struck off the Roll.

Mr. E. Pottor (instructed by Mr. C. D. Wilkinson) for the applicant, Mr. John Hastings, while Mr. H. G. Calhoun (instructed by Mr. Hastings) was for defendant. Mr. Calhoun resumed his cross-examination of Mr. Wong Kwong, an interpreter engaged in the office of Messrs Hastings and Hastings, questioning him at first in relation to his interviews with Mr. Hung in reference to the latter coming back to the office as interpreter. He said he told Mr. Hung that Mr. Hastings would not believe what he (witness) had said about Mr. Dixon and that he (Hung) had better clear the matter up himself.

What happened?—Mr. Hung said he gave particulars of the money Mr. Dixon had taken he would incriminate himself. He suggested he should come back to the office and if Mr. Hastings had confidence in him he could keep a watch on Dixon so that it should not happen again. Did you tell Mr. Hastings of this interview?—Yes.

What did Mr. Hastings say?—Beyond telling Mr. Hastings that Mr. Hung told me, I told him that Mr. Dixon was a very useful man in the office and we must keep him. When did you next see Mr. Hung?—A few days afterwards.

What conversation took place?—I told Mr. Hung that Mr. Hastings wanted me to give particulars of the money Mr. Dixon had taken, and I told Mr. Hastings I knew nothing about it, and that I had suggested Mr. Hung should go and make the matter clear between him and Mr. Hastings. Mr. Hung promised to do so and I left.

Did you have another interview after this?—Many.

When did you see him again?—About a week afterwards.

What took place?—He told me he had seen Mr. Hastings, and that Mr. Hastings asked him to give particulars of the money taken by Mr. Dixon.

What else?—And that he refused to give any particulars, the reason being that he was afraid Mr. Hastings would take proceedings against Mr. Dixon.

What else happened?—He said he could not give any particulars of the money taken.

Did he say anything about coming back?—No; he was afraid he would have to give particulars.

How do you know that?—Because when it was suggested about his coming back he wished to do so without giving any particulars. He asked Mr. Hastings to let the past go.

When there was a suggestion that he should come back to the office?—Yes.

Did you support that suggestion?—Yes. If you wanted Mr. Dixon to remain in the office and Mr. Hung to come back why did you say anything at all to Mr. Hastings?—At the time I spoke to Mr. Hastings about this it is necessary to expect anything of this sort would ensue.

Wasn't it likely that some proceedings would be taken after this information had been given?—At my interview with Mr. Hastings I told him I was afraid if he gave particulars that Mr. Hastings would be taken, but Mr. Hastings assured me he would keep the matter silent. He would give Mr. Dixon a month's leave to go to Yokohama or somewhere else and never come back so that so one would know.

Who said that Mr. Hastings?—He told me all about it, he said that Mr. Dixon could go on leave and not come back.

Witness, in answer to further questions, said that Hung was not willing to come back unless his salary was increased to \$225 a month, Mr. Hastings replying that he could not agree to that until the Dixon case was first cleared up. Witness then spoke of a subsequent interview with Mr. Hung.

What took place?—He asked me what about the matter, and I said it was dropped. We talked about common things.

What made you say the matter was dropped?—Because I was not asked again to give particulars of the money taken.

Did you see Mr. Hung again about ten days afterwards?—Something like that.

What took place then?—We talked nothing more about the matter.

What was Mr. Hung doing at that time?—Staying at home. I saw him about getting employment?—He said he was going to Messrs Brutton and Hett's shortly after.

When did he go to Messrs Brutton and Hett's?—I don't know.

Have you been to see him at Messrs Brutton and Hett's?—Yes.

When did you first go to see him at Messrs Brutton and Hett's?—After I made my declaration.

How long afterwards?—I think the day after.

What did you go for?—I went to see the cashier and I saw Mr. Hung at the same time.

What would he do if Mr. Dixon subpoenaed him to give evidence?

What did he say then?—He said he could not stand any cross-examination, he must tell the truth.

Did you see him again?—Yes. He said Mr. Lau Chi San had been to see him in his office.

Who is he?—The late Mr. Harding's interpreter.

Well?—He said Mr. Lau Chi San asked him to make a declaration in support of Mr. Dixon, and that he had told Mr. Lau Chi San the same as he had told me.

Did he say anything else at that interview?—Not about this matter.

Did you see Mr. Hung again that day?—No; not since.

Do you know where Mr. Hung is?—I understand he is in Canton. I heard so from his son.

You remember soon after Hung left somebody else should be interpreter?—Yes.

Who was it suggested should come?—I don't know.

Was it suggested that Lau Chi San should come?—I never suggested it.

Did you know it was suggested?—No.

Will you swear you never heard it suggested?—Not after 31st of December. It was before Mr. Hung went away.

Who suggested it?—I think Mr. Dixon did.

Did Mr. Hastings speak to you about Lau Chi San coming?—Before 31st of December?—Yes.

What did Mr. Hastings say to you about it?—I asked Mr. Hastings why Mr. Hung was leaving.

What did Mr. Hastings say?—He said Mr. Hung was coming in but he said he had no intention of bringing Mr. Lau Chi San in.

Did you say Mr. Lau Chi San came in you would resign?—Yes.

You know that Mr. Lau Chi San should come into the office?—So I understood.

You were annoyed with Mr. Dixon for wanting Mr. Lau Chi San to come, weren't you?

But you didn't want Mr. Lau Chi San to come?—No.

Wasn't it a fact that you wanted Mr. Hung to come back to prevent Mr. Lau coming?—No, because at that time we had a new interpreter take Mr. Hung's place?—He took the place where Mr. Hung sat, but whether he was considered chief interpreter or not I don't know.

Is he as capable an interpreter as Mr. Hung?—No; but he translates better.

Where does he come from?—He was in Hongkong 18 years ago. He came from Canton.

The Chief Justice—I don't know that we want to go too deeply into his merits. The Judge—We've got his merits before us.

Mr. Calhoun—Very well, my lord. When you saw Mr. Hastings on 2nd February why didn't you tell him you saw Mr. Dixon put money in the drawer?

Deputy at that time I doubted whether Mr. Dixon would do such a thing.

Didn't you think it very strange that Mr. Dixon should keep the money after you saw it quite openly?—I thought he would take it for granted that I would think he would pay it to the cashier.

On 2nd of February did you go in to see Mr. Hastings about Mr. Dixon?—Sometimes about then.

Did Hung go with you?—No.

Did you see Hung in the office that day?—No; not that day.

Did you report to Mr. Hastings that Mr. Dixon had taken money?—I related my interview with Mr. Hung.

You didn't say that Mr. Dixon had been taking money, but that Hung had told you so?—Yes.

What about it?—For my case.

What case?—I was dismissed from the police and I wanted to get pension from the Government.

Who did you see?—I went to Mr. Dixon.

Did he take charge of your case?—Yes.

Do you remember paying him any money?—I paid him on the 27th of January \$40.

Did you pay it to him yourself?—Yes.

Did you get a receipt?—No, I did not ask him for one.

On March 3rd you paid \$30?—Yes.

Cross-examined by Mr. Calhoun: Are you quite sure you paid \$40 and not \$30?—I paid \$40.

What makes you remember so particularly that you paid \$40?—I gave him four ten dollar bank notes and made a note of the date in my pocket book.

You made a declaration in this matter on 27th May?—Yes.

Why didn't you say in that declaration that you made a note of the date?—I was not asked.

You were not told at the time of the declaration that Mr. Dixon's books showed only \$30 had been paid?—No.

Mr. Hastings did not tell you that?—No.

If his books had shown \$30 and not \$40 and he had been told that would you have been prepared to swear that?—I swear I paid \$40.

When did you first see Mr. Hastings?—I did not go to Mr. Hastings. I went to see Mr. Dixon.

What made you go there?—I used to go frequently to see how my case was standing.

Did you speak to Mr. Hastings in English or was there an interpreter?—I spoke to him myself.

Then you understood the questions I am putting to you without an interpreter?—I can't say I understood every one of the questions. Since I left the police force I can't speak loud enough to do you understand me?—Yes.

After the statement was taken down what happened?—I left the office.

When did you next see Mr. Hastings?—I had been many times afterwards and on one occasion I was told my case would not be put before the Governor in Council.

When did you next see Mr. Hastings with regard to the payment of \$40?—I did not go to him again.

Have you seen Mr. Hastings in connection with the present inquiry?—No.

Do you know what this inquiry is about?—No.

Do you know what the matter is concerning which you made a statement?—I was asked to make a statement.

What was it?—About 27 days after 27th January I went to the office and Mr. Hastings asked how my case was going on.

I said Mr. Dixon said he would write to the Governor. Then he asked how much I had paid to the office and I said \$40. Then he took down my statement.

What happened?—Then I signed the statement.

Who was present?—Nobody was present but Mr. Wilkinson came in and signed the statement.

When did you first see Mr. Hastings?—I did not go to Mr. Hastings. I went to see Mr. Dixon.

Did you go to any Solicitors with regard to your case?—I went to Mr. Wilkinson. I got a petition sent to England.

What made you change from Mr. Hastings to Mr. Wilkinson?—Because Mr. Dixon told me they would charge me \$300 for sending a petition to the Secretary of State. I thought that was too much.

Did you not have an interview with Mr. Hastings and Mr. Dixon as to the cost of sending a petition to England?—Yes.

What was it?—For my case.

What case?—I was dismissed from the police and I wanted to get pension from the Government.

Who did you see?—I went to Mr. Dixon.

Did he take charge of your case?—Yes.

Do you remember paying him any money?—I paid him on the 27th of January \$40.

Did you pay it to him yourself?—Yes.

Did you get a receipt?—No, I did not ask him for one.

On March 3rd you paid \$30?—Yes.

Cross-examined by Mr. Calhoun: Are you quite sure you paid \$40 and not \$30?—I paid \$40.

What makes you remember so particularly that you paid \$40?—I gave him four ten dollar bank notes and made a note of the date in my pocket book.

You made a declaration in this matter on 27th May?—Yes.

Why didn't you say in that declaration that you made a note of the date?—I was not asked.

You were not told at the time of the declaration that Mr. Dixon's books showed only \$30 had been paid?—No.

Mr. Hastings did not tell you that?—No.

If his books had shown \$30 and not \$40 and he had been told that would you have been prepared to swear that?—I swear I paid \$40.

When did you first see Mr. Hastings?—I did not go to Mr. Hastings. I went to see Mr. Dixon.

What made you go there?—I used to go frequently to see how my case was standing.

Did you speak to Mr. Hastings in English or was there an interpreter?—I spoke to him myself.

Then you understood the questions I am putting to you without an interpreter?—I can't say I understood every one of the questions. Since I left the police force I can't speak loud enough to do you understand me?—Yes.

After the statement was taken down what happened?—I left the office.

When did you next see Mr. Hastings?—I had been many times afterwards and on one occasion I was told my case would not be put before the Governor in Council.

When did you next see Mr. Hastings with regard to the payment of \$40?—I did not go to him again.

Have you seen Mr. Hastings in connection with the present inquiry?—No.

Do you know what this inquiry is about?—No.

Do you know what the matter is concerning which you made a statement?—I was asked to make a statement.

What was it?—About 27 days after 27th January I went to the office and Mr. Hastings asked how my case was going on.

I said Mr. Dixon said he would write to the Governor. Then he asked how much I had paid to the office and I said \$40. Then he took down my statement.

What happened?—Then I signed the statement.

Who was present?—Nobody was present but Mr. Wilkinson came in and signed the statement.

When did you first see Mr. Hastings?—I did not go to Mr. Hastings. I went to see Mr. Dixon.

Did you go to any Solicitors with regard to your case?—I went to Mr. Wilkinson. I got a petition sent to England.

What made you change from Mr. Hastings to Mr. Wilkinson?—Because Mr. Dixon told me they would charge me \$300 for sending a petition to the Secretary of State. I thought that was too much.

Did you not have an interview with Mr. Hastings and Mr. Dixon as to the cost of sending a petition to England?—Yes.

What was it?—For my case.

What case?—I was dismissed from the police and I wanted to get pension from the Government.

Who did you see?—I went to Mr. Dixon.

Did he take charge of your case?—Yes.

Do you remember paying him any money?—I paid him on the 27th of January \$40.

Did you pay it to him yourself?—Yes.

Did you get a receipt?—No, I did not ask him for one.

On March 3rd you paid \$30?—Yes.

Cross-examined by Mr. Calhoun: Are you quite sure you paid \$40 and not \$30?—I paid \$40.

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Did you not have an interview with Mr. Hastings and Mr. Dixon as to the cost of sending a petition to England?—Yes.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED (SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1909
OSORANO	4657	F. W. Davis	1st July
KUMERIC	4333	J. Mathie	29th July
AYMERIC	4333	J. Boyd	26th August
SUVERIC	4333	S. Shotton	2nd September

These steamers are specially fitted for the carriage of Atlantic Steamer Passengers. These steamers are specially fitted for the carriage of Atlantic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

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The S.S. ERROLL will be despatched from Hongkong to SALINA CRUZ, via Moji, on or about 10th July, 1909.

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REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST. FOR NEW YORK: S.S. PATHAN About 22nd June.

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OREGON PINE LUMBER. LARGE STOCK OF ALL SIZES ON HAND.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ASSAYE	10 p.m., 24th June, 1909.	Passage.
LONDON, via Suez Port	DEVANHA	Noon, 26th June, 1909.	Advertisement.
LONDON & ANTWERP	NAMUR	About 30th June.	Freight and Pass.
SHANGHAI, MOJI, KOBÉ, SARDINIA	SAKURA	About 2nd July.	Freight and Pass.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

"EMPIRE LINE."

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

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Proposed Sailings from Hongkong and Quebec.
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From Hongkong:	From Quebec:
EMPIRE OF CHINA	EMPIRE OF IRELAND
SATURDAY, JULY 3rd.	FRIDAY, JULY 30th.
MONTEAGLE	ALLAN LINE
WEDNESDAY, JULY 14th.	FRIDAY, AUG. 20th.
EMPIRE OF INDIA	EMPIRE OF BRITAIN
SATURDAY, JULY 24th.	FRIDAY, SEPT. 10th.
EMPIRE OF JAPAN	
SATURDAY, AUGUST 14th.	

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empire of Britain" and "Empire of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons	Captain	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	10,000	Capt. H. F. Smith	July 5, 1909.
MANHATTAN, via Port...	10,000	Capt. H. F. Smith	July 12, 1909.
SHANGHAI, KOBÉ and YOKOHAMA	10,000	Capt. H. F. Smith	July 19, 1909.
MANHATTAN, via Port...	10,000	Capt. H. F. Smith	July 26, 1909.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.

FOR	STEAMERS	Captain	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	GALEONNIEN	Capt. H. F. Smith	July 5, 1909.
MANHATTAN, via Port...	TOURANE	Capt. H. F. Smith	July 12, 1909.
SHANGHAI, KOBÉ and YOKOHAMA	ERNEST SIMONS	Capt. H. F. Smith	July 19, 1909.
MANHATTAN, via Port...	ARMAND BEHIC	Capt. H. F. Smith	July 26, 1909.

TRANS SHIPPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for Ceylon, BOMBAY and Aden, at Port Said for the Levant, Constantinople and Black Sea, via SUEZ, to London, via Paris, from 237.10 up to 271.10. 20 hours railway from MANHATTAN to LONDON. Interpreters meet passengers on their arrival in MANHATTAN.

For further particulars, apply to P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

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S.S. SLOVANIA	S.S. SLOVANIA
S.S. O. F. FERD. HARTZ	S.S. O. F. FERD. HARTZ
S.S. ANDALUSIA	S.S. ANDALUSIA
S.S. SAXONIA	S.S. SAXONIA
S.S. DORUMUND	S.S. DORUMUND
S.S. SPANIA	S.S. SPANIA
S.S. JAVIERA	S.S. JAVIERA

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

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S.S. SAXONIA	S.S. SAXONIA
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S.S. ANDALUSIA	S.S. ANDALUSIA
S.S. SAXONIA	S.S. SAXONIA
S.S. DORUMUND	S.S. DORUMUND
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PACIFIC MAIL S.S. COMPANY, TOWNSSEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	Sailings	DATE
KOREA	15,000	TUESDAY	29th June, at Noon.
NIPPON MARU	11,000	SATURDAY	10th July, at Noon.
SIBERIA	18,000	SATURDAY	17th July, at Noon.
CHINA	10,200	TUESDAY	27th July, at Noon.
MANCHURIA	27,000	SATURDAY	31st July, at Noon.
CHITO MARU	21,000	SATURDAY	7th Aug., at Noon.

The s.s. KOREA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimonoseki, Yokohama and Honolulu, on TUESDAY, June 29th, at Noon.

Fares: Hongkong to London \$71.10.0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

China.....10,200 Tons TUESDAY, 27th July, at Noon.

Hongkong to London, via Canadian Atlantic Ports...\$248.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Bazaar (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADO MARU, Capt. G. O. Harty, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.

VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU AND YOKOHAMA.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

KOBÉ and YOKOHAMA, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

BOMBAY, via SINGAPORE AND COLOMBO.

SHANGHAI & KOBÉ.....

NAGASAKI, KOBÉ and YOKOHAMA.....

NAGASAKI, MOJI, KOBÉ and YOKOHAMA.....

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STEEL ISLAND LIGHT.

Notice is given that on or about the 28th instant the existing Steel Island Light will be discontinued while repairs to it are being effected, and that a temporary light will be established as follows:—The illuminating apparatus will be dioptric, revolving, of the fourth order, showing a single flash every 20 seconds, the period of light being 15 seconds and the period of eclipse 5 seconds. The light, which will be exhibited from a timber structure adjoining on the eastern side of the existing tower, will be elevated 239 feet above the level of the sea and should be visible in clear weather at a distance of about 22 miles. The light will be obscured by the existing tower between the approximate bearings of N. 63° E. through East to S. 64° E. and will also be obscured by outlying islands on approximately the same bearings as the present light. All bearings are magnetic and from seaward.

It is stated in a San Francisco cable to the Asahi that the strike of Japanese labourers in Hawaii has resulted in complete failure. The Japanese at the Ewa and Waiawa plantations have been ordered either to leave or return to work by the 8th. Uchiyama, the instigator of the strike, has been arrested on a charge of having violated the Postal Regulations by sending an unsealed letter of a threatening nature to a paper which has acted as the organ of the plantation owners. Being tired of the trouble given by the Japanese, the planters intend to replace them by Portuguese. They have sent a man to Portugal to hire 10,000 labourers there. A Tokyo message to the Mōri states that the Government has instructed Mr. Ueno, the Japanese Consul-General at Honolulu, to send full reports concerning the Japanese strike in Hawaii.

S. SILVERSTONE, Agent.

Shipping.



FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DEVANHA, Captain W. Hayward, R.N., carrying His Majesty's Mail, will be despatched from this for BOMBAY, via SINGAPORE and Malacca, on SATURDAY, the 28th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Hindia, due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, June 12, 1909. 789

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, RED SEA, BLACK SEA, LEVANT, AFRICA AND ADRIATIC PORTS.)

This Company's Steamship E. KRANZ, FRIEDMAN, Captain E. Kranz, will be despatched as above on SATURDAY, the 28th inst., p.m.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Passage and Freight, apply to HANDE, WIELER & CO., Agents, Prince's Buildings, Hongkong, June 1, 1909. 723

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The s.s. ANIMAL FOURCHON, 10,000 tons, will be despatched for San Francisco, and other above destinations on or about the 30th of July.

For further particulars, apply to CHARGEURS REUNIS, Agents, Prince's Buildings, Hongkong, June 1, 1909. 717

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REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, PENANG, KUTSANG, AND CALCUTTA	CHONGSHING	WEDNESDAY, June 23, at Noon.
TIENTSIN, YUEH-HAI, MOI & KOBÉ	CHONGSHING	THURSDAY, June 24, at 4 p.m.
MANILA, LOONGSANG, YUEH-HAI, MOI & KOBÉ	CHONGSHING	FRIDAY, June 25, at 4 p.m.
SHANGHAI, YOKOHAMA, MOI & KOBÉ	CHONGSHING	FRIDAY, July 2, at 4 p.m.
SINGAPORE, PENANG, KUTSANG, AND CALCUTTA	CHONGSHING	TUESDAY, July 6, at 3 p.m.

RETURN TOURS TO JAPAN. Occupying 24 days.

The steamers Kulsing, Namsing and Fooksing leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan if passengers leave the steamer at Yokohama and return to Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to Telephone No. 81. JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.	CHONGSHING	WEDNESDAY, June 23, at 4 p.m.
SHANGHAI, PENANG, KUTSANG, AND CALCUTTA	CHONGSHING	THURSDAY, June 24, at 4 p.m.
TIENTSIN, YUEH-HAI, MOI & KOBÉ	CHONGSHING	FRIDAY, June 25, at 4 p.m.
MANILA, LOONGSANG, YUEH-HAI, MOI & KOBÉ	CHONGSHING	FRIDAY, July 2, at 4 p.m.
SHANGHAI, YOKOHAMA, MOI & KOBÉ	CHONGSHING	FRIDAY, July 2, at 4 p.m.
SINGAPORE, PENANG, KUTSANG, AND CALCUTTA	CHONGSHING	TUESDAY, July 6, at 3 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	from Colombo to	Marseilles (Brindisi)	London
			2 days earlier	1 day later
DEVANHA 8000	June 28	CHINA 8000	July 24	July 30
ASSAYE 7500	July 10	MAEDONIA 10500	Aug. 7	Aug. 13
DELTA 8000	July 24	MAEDONIA 10500	Aug. 21	Aug. 27
DELTA 8000	Aug. 7	MAEDONIA 10500	Sept. 4	Sept. 10
MAEDONIA 10500	Aug. 21	MAEDONIA 10500	Sept. 18	Sept. 24
MAEDONIA 10500	Sept. 4	MAEDONIA 10500	Oct. 2	Oct. 8
MAEDONIA 10500	Sept. 18	MAEDONIA 10500	Oct. 16	Oct. 22
MAEDONIA 10500	Oct. 2	MAEDONIA 10500	Oct. 28	Nov. 4
MAEDONIA 10500	Oct. 16	MAEDONIA 10500	Nov. 11	Nov. 18
MAEDONIA 10500	Oct. 30	MAEDONIA 10500	Nov. 25	Dec. 2

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	about	London
MAHUR 7000	June 30	August 15
SIMLA 6000	July 14	August 29
MALTA 6000	July 28	September 12
SARDINIA 6000	Aug. 11	September 25
SYRIA 6000	Aug. 25	October 9
SUMATRA 6000	Sept. 8	Oct. 23
BORNEO 6000	Sept. 22	Nov. 6
NILE 6700	Oct. 6	Nov. 21

These steamers call also at Singapore, Penang, Colombo, and at Malta. * Carry 1st and 2nd Saloon Passengers. For further particulars, apply to E. A. HEWETT, Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE. (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	June 28	23rd June, at Noon.
EASTERN		21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, &c., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. * A duly qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamships between Hongkong and Manila. Saloon, Cabin, and Stewardess service. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila	SATURDAY, June 26, at Noon.
LATIRO	2540	R. Rodger	Manila	SATURDAY, July 3, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

ST. PATRICK About 18th July, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, May 24, 1909.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	For	LEAVING
HAIKUN	SWATOW.	WEDNESDAY, 23rd June, at 2 p.m.
HAIKUN	SWATOW, AMOY & KOOGHONG.	FRIDAY, 25th June, at 2 p.m.
HAIKUN	SWATOW, AMOY & KOOGHONG.	TUESDAY, 29th June, at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

s.s. Manshu Maru	- 5000 tons gross	July 1st, at noon.
s.s. America Maru	- 6000 " "	Aug 30th at noon.
s.s. Hongkong Maru	- 6000 " "	Oct. 26th, at noon.
s.s. Manshu Maru	- 5000 " "	Dec. 10th, at noon.

For particulars apply to K. MATSUDA, Manager. TOYO KISEN KAISHA, Yokohama.

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJIPANAS	JAVA	Second half of June.	SHANGHAI	Second half of June.
TUJIKINI	JAVA	Do.	JAPAN	Do.
TUJILATJAP	JAPAN	Do.	JAVA	Do.
TUJIMAH	JAVA	First half of July.	SHANGHAI	First half of July.
TUJILWONG	JAPAN	Do.	JAVA	Do.
TUJIBODAS	JAVA	Second half of July.	JAPAN	Second half of July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.N. YOKO BUILDINGS, 1st Floor. Telephone No. 375.

THEO. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUIS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East: 16, DES VOGES ROAD, Hongkong. Japan Office: 14, WATER STREET, Yokohama. Hongkong, April 4, 1909.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA: Captain Chas. Auzan. MONDAY, 2nd August, at Noon, 1909. Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc. Time-Paid Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge. For combination of crossing cable passengers return tickets are interchangeable with regular and time between Japan, China and Hong Kong. For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

S. M. T. S. K. I. N. G.

THE LATEST AT CLARK Translated by E. J. KERR, P.H.D. To be had at the China Mail Office. Price 30 cents.

A. R. A. M. B. L. E.

SOUTHERN FORMOSA With Woodcuts. Price 30 cents. To be had at the China Mail Office.

Notice to Consignees.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. FROM PORTLAND AND JAPAN PORTS.

CONSIGNEES of CARGO per Steamship LIESIA.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo impeding discharge of the vessel will be discharged at once, at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, June 19th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo undelivered FRIDAY, June 25th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godowns on WEDNESDAY, June 23rd, 1909, at 10 A.M.

S. SILVERSTONE, Agent.

Hongkong, June 18, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALTA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZEE AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 Hours.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, June 15, 1909.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship KOREA.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after THURSDAY, June 24th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo undelivered MONDAY, June 28th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godowns on SATURDAY, June 26th, 1909, at 10 A.M.

S. SILVERSTONE, Agent.

Hongkong, June 21, 1909.

NOTICE TO CONSIGNEES.

STEAMER ARMAND BEHIC.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London, ex s.s. Charlemagne, from Havre ex s.s. Charlemagne, from Bordeaux ex s.s. Ville de Lille, Inconnection with the above Steamer will be accepted, if their Goods, being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th of June, 1909, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 28th of June, at 9.30 a.m.

All claims must reach us before the 28th of June, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo ex s.s. Thorpe from Smyrna, transhipped at Naples.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, June 15, 1909.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles, on the Reform of the Chinese Customs, for the Improvement of China. Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 20 Cents.

Hongkong, June 21, 1909.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENNYLOCH.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognised.

All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 1 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 21, 1909.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakio Maru' (2,577 tons each) as follows:-

NORTH-BOUND.			
Leave - Dairen (Steamer).....	11 a.m.	Thursday	Saturday or Sunday
Arrive - Dairen (").....	8.50 p.m.	Sunday	Monday or Tuesday
Leave - Mukden (").....	9.15 p.m.	"	"
Arrive - Changchun (").....	8 a.m.	Monday	Wed.
Leave - Changchun (").....	6.55 a.m.	"	"
Arrive - Harbin (Russian Train).....	5 p.m.	"	"

Connecting at Harbin with State Express for Moscow. Wagon-Lite from Moscow. State Express for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.			
Leave - Harbin (Russian Train).....	9 a.m.	Friday	Sunday
Arrive - Changchun (").....	8 p.m.	Tuesday	Thursday
Leave - Mukden (").....	8.10 a.m.	Wednesday	Friday
Arrive - Dairen (").....	2.30 p.m.	"	"
Leave - Dairen (Steamer).....	afternoon.	"	"
Arrive - Shanghai (").....	"	"	"

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. The Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.

Tel. Add.: 'Manchuria' Codes: A.B.C. 5th Ed., A.I. & Lieber's.

Notice to Consignees.

NOTICE TO CONSIGNEES.

FROM SHANGHAI YOKOHAMA, KOBE AND MOJO.

THE Steamer Division of the above-named Steamer Company, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Optional Goods will be landed here unless instructions are given to the contrary before 8 Hours.

No claims will be admitted after the Goods have left the Godowns.

Bills of Lading will be countersigned by the Undersigned.

D. SASSON & Co., Ltd., Agents.

Hongkong, June 21, 1909.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamer FORCE.

having arrived, Consignees of cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th of June, 1909, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 28th of June, at 9.30 a.m.

All claims must reach us before the 28th of June, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo ex s.s. Thorpe from Smyrna, transhipped at Naples.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, June 15, 1909.

'SIR ROBERT HART'S MEMORANDUM.'

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